HAD ENOUGH OF THE FIGHT

Western Roads Extremely Anxious to Drop the Boycott Against the Alton.

West-Bound Lake and Rail Rates Ordered Restored-Seventy-Five Per Cent. of Railway Accidents Due to Carelessness.

There seems to be little doubt that the conference of Western managers at Chicago next Saturday will result in a settlement of the dispute between the Chicago & Alton road and Chairman Finley of the Western Passenger Association. The Alton will not recede from its position, but it is expected that the other roads will recede from theirs in order to prevent a disruption of the agreement. They will probably go even further, and take sides with the Alton in its fight with the Eastern lines. They have all grown very tired of the present state of affairs, and are beginning to ask themselves why they should encourage a boycott that is doing them more harm than the company boycotted. The agreement with the board of rulings to maintain a neutral position, and refrain from paying commissions in Eastern territory, was conditional on their being protected in that position. It is now argued that they have not received the promised protection, and that the board of rulings is powerless to carry out its part of the agreement. Furthermore, they contend that the trunk lines have acted unfairly in singling out the Chicago & Alton road as the only one to be punished, when they have just as much reason to boycott the New England roads, which refused to join them in their crusade against commission paying. Should the Western roads decide to resume the payment of commissions, and it is generally believed that they will, the Eastern lines will be left without the shadow of an excuse for continuing the boycott against the Alton, unless they extend it to all their Western connections.

Carclessness of Trainmen Said an old-time superintendent yesterday: "For the last two years I have given a good deal of attention to the causes of train wrecks and their frequency on some of what are considered our best roads, and the result of my investigation goes to show that 75 per cent. of the accidents to trains is on account of the carelessness or heedlessness of some train employe, as in the recent accident on the the N. Y., P. & O. division of the Erie. If the trainmen would strictly adhere to the rules governing the movement of trains accidents would be few. A few years ago more accidents seemed to result from mistakes of train-dispatchers than any other cause, but now it is seldom the train-dispatcher is in fault so systematized has his work become. This, however, is, in part, due to the fact that they are not now on duty as many hours as formerly. On all first-class roads train-dispatchers are on duty but eight out of the twenty-four hours. An investigation would doubtless show that in many cases the wrecking of trains comes from men being overworked and becoming dull and indifferent. The fact that when, by the disobeying of a train order, an accident of serious character results, such as running into the rear of a passenger train, weeks will clapse before an accident of a similar character will occur, the train crews being more careful about this particular rule, goes to show the correctness of my remark to lived up to there would be practically no accidents." The New York Times, in its issue of Monday, covers the latter point very aptly. The Times says: "Now all the rear brakemen in the country will read about the Ohio accident and when their trains come to a halt on the main track not indicated on the schedule they will, for a period, face the discomforts of the deluge and wet clothing, or of the mid-summer sun or the winter winds, as the case may be, and go back along the track the necessary distance to give ample warning to any following train. The chances are that for a good while this particular form of accident will not be repeated. Then after the present warning has been forgotten a brakeman here and there will begin to exercise his own judgment instead of obeying the regulations.

West-Bound Rates to Be Restored. The executive committee of the Trunkline Association met at New York yesterday and discussed the question of restoration of freight rates from points in the New England States to St. Paul and points West, by rail and lake. The question has proved, for some time past, to be a very hard one to solve, the New England roads cutting and slashing rates right and left. The committee decided to restore the rates on and after July 24, on a basis of 24 cents on first-class freight, by rail and lake, from New York to Boston. At the Trunk-line office it was said that the decision was a unanimous one; also, that none of the New England roads was represented directly. their several interests being looked after by the Trunk-line representatives, with whom the Eastern roads connected. From another source it was learned that the president of the Fitchburg road was present, and that he most vigorously protested against the proposed restoration.

Ocean Shipments via Newport News. The Chesapeake & Ohio railroad has closed five-year contracts with C. Furness, one of the largest steamship-owners in England, for three regular lines of steamers from Newport News, Va., to Liverpool, London and Glasgow, and also for occasional steamers to Havre and Antwerp. These will be the first regular European steamer lines from any ports south of Baltimore. Heavy engagements of grain, provisions, flour, tobacco, lumber and live stock are being made in the West for export by these steamers, one order for 60,000 bags of flour having just been booked in St. Louis, and another for 54,000 bags direct for Havre, said to be the largest single shipment of flour ever made from this country to that port. The steamers are from 3,000 to 5,000 tons capacity, and each line will send out a steamer every ten days, making about nine or ten steamers a month on the three regular

Personal, Local and General Notes. The Peorla & Eastern road earned in June \$113,934.45; increase over June, 1890, \$7,817.67.

Chicago, Burlington & Quincy, is in the city on official business.

The Big Four will, on Monday next, put parlor cars on its day trains running between Ciacinnati and Lafayette, Nos. 2 and 3.

John F. Vallery, a representative of the

John M. Allen, who has for years represented the Chicago & Rock Island at Peoria, is so ill that no hopes are enter-

tained of his recovery. The June earnings of the Chesapeake & Ohio road are another surprise to the own-

ers of the property, they reaching \$668,-601.73; increase over June, 1890, \$63,561.06. J. H. Young, who recently resigned as general manager of the Utah Central road, has accepted the position of superintend-

ent of the Utah division of the Union Pa-H. M. Bronson, general passenger agent of the Peoria & Eastern road, is in Peoria to-day for the purpose of establishing a ticket office there and appointing a wide

awake ticket agent. It is stated that H. Fish, city agent of the Cincinnati, Hamilton & Dayton at Cincinnati, is to be the successor of R. A. Campbell as general agent of the Evansville & Terre Haute at Terre Haute.

The official staff of the Grand Army of the Republic for the State of Illinois arranged yesterday with the Illipois Central to carry them from Mattoen to Chicago, where they take the Wabash for Detroit.

the train leaving Mattoon Aug. 2. J. D. Riddetl, who has been appointed commissioner of the Indianaparis freight bureau, is regarded by freight traffic managers as an expert in rate matters, and it is suggested that he can do the business men of Inpianapolis more good in placing this city on an equal basis with other cities as to rates on long distances, especially to Western and Southern points, than in attempting to collect shelved claims. There is something wrong when a shipper in Toledo pays no more per hundred pounds on

freight to Texas points than does an Indianapolis shipper, nearly two hundred miles nearer the point to which such ship-ments are made.

The gross earnings of the Indianapolis & Vincennes road for June were \$1,014 in excess of those of June, 1890. There has not been a month this year in which the I. & V. has not showed some increase in earnings over last year, and the best half of the year is to come.

W. P. Ijams, president of the Belt road and Indianapolis Stockvarus Company, yesterday appointed Harry Lane auditor of the company. This is the position made vacant by the death of Wm. D. Ernst. Mr. Lane has been chief clerk in the office, and

s a very competent man. The Northern Pacific closed the first six months of 1891 with an increase in earnings over those of the corresponding months of 1890 of \$676,094. Indications are that for the year 1891 an increase over 1890 of \$1,250,-000 will be shown, as the last half of the

year is the best in its earnings. The Big Four passenger department is somewhat disturbed over a report that the Cincinnati, Hamilton & Dayton will extend the limit of Niagara Falls excursion tickets two days to those who, on return-ing, wish to stop off at Detroit two of the best days of the gathering of the Grand Army of the Republic.

The Cincinnati, Hamilton & Dayton, on the 15th of this month, begins the work of converting the Ciccinnati, Dayton & Chicago narrow-gange road into standard gauge. The portion of the road which is narrow gauge extends from Dayton to Delphos, O. When this improvement is completed the C., D. & C. will be a much more valuable feeder to the C., H. & D.

After showing decreased earnings for six weeks, the Big Four, in the last week of June, earned \$334,961.19, which was an increase over 1890 of \$3,733.41. Another week in which a decrease in exhibit of earnings, as compared with last year, is not likely to occur this year. The Big Four lines earned in the month of June \$1,039,838.74, which was a decrease, as compared with June, 1890, of \$84,415.69.

A Terre Haute paper starts a report that M. S. Conners, superintendent of the Chieago & Eastern Illinois road, is to succeed E. A. Peck as general superintendent of the Big Four lines. Whoever put such an absurd rumor in circulation did not kno how highly M. E. Ingalls, president of the Big Four lines, appreciates what Mr. Peck has accomplished since he took the general superintendency of the road.

Jere Bliss, the well-known passenger man, who, on May 1, retired from the service of the Baltimore & Ohio road to engage in commercial pursuits, was this week offered a good position at a handsome salary on one of the Indianapolis lines. He declined, saying that his income from his present occupation would yield him at least \$10,000 a year. Mr. Bliss was for years on the Ohio, Indiana & Western road.

W. H. McDoel, general manager of the Louisville, New Albany & Chicago road, spent yesterday in the city, going South last evening. Like all other railroad officials, he reports business improving, and expects to be using every engine owned by the company within the next two weeks. Regarding rumored official changes on the lines, he said that none had been definitely decided upon, although some were in con-

The parties interested in the building of the Toledo & Western road started on Tuesday on a tour of inspection of the route surveyed a few months ago. They are making the trip leisurely, under the direction of Chief Engineer Paul, who located the line they are going over. Several days will be required to make the trip. G. G. Hadley, the originator of the project, accompanies the party, which numbers fourteen persons.

The Continental line west from Indianapolis now has only the Vandalia, the Terre Hante & Peoria, and the Indianapolis. Decatur & Western to draw business from via Indianapolis, yet the tonnage of the line out of here over the Cincinnati, Hamilton & Dayton is of such volume as to justify the management in continuing to operate from Indianapolis. In west-bound business its record is fully as satisfactory as is its east bound.

Edward Fishback, who represents the Atchison, Topeka & Santa Fe in this territory, is charged with disbursing freely complimentary passes over the Santa Fe lines, but he shows partiality, placing them in the hands of the soliciting freight agents and ignoring the general agents, and this has created jealousy on the part of the general agents, who are inclined to take the matter up, and let competitors of the Santa Fe

know what is going on. Suit has been begun in the United States Circuit Court at Omaha, by the Kausas & Colorado Pacific ratiway, against the Fitzgerald & Mallory Company, for \$3,000,000. The petition alleges that the defendants fraudulently obtained control of the road and converted to their own use money subscribed by towns and counties in aid of the road. They ask for an accounting and that the contract giving the defendant

certain stocks and bonds be set aside. The projectors of the new Logansport & Indianapolis road will, next week, go over the line and ascertain what the townships on the proposed line will do in the way of subsidies, and also see how much can be raised by private subscription. I hose of nected with the enterprise would like to build the road and have it ready to run trains over before there is any bonded debt placed upon it. In cases where this can be done the bonds can be placed on much more favorable terms.

First Vice-president McCrea, of the Pennsylvania Company, has been pressed hard of late from certain quarters to make a uniform rate of 2 cents per mile for passengers over the Pennsylvania lines west of Pittsburg. This has led him to do some close figuring, and he finds that it costs to haul a passenger one mile on the Pennsylvania lines an average of 1 cent and 8 mills, and he thinks 2 mills hardly margin enough per mile. He says the company needs the other cent for margin,

After considering the appointment of a traffic manager for some eight or ten weeks. the St. Louis Traffic Commission yesterday tendered the position to C. N. Osgood, secretary of the Southwestern Railway and Steamship Association. Previous to occupying the latter position Mr. Osgood was chairman of the Western division of the Western Freight Association, which position he resigned when Mr. Midgley was made chairman of the entire association. Mr. Osgood will enter upon his duties at

The financial situation with the Indianapolis, Decatur & Western company does not improve much with time, and it is thought that the first mortgage bondholders will succeed in worsting the second mortgage bondholders. Should this be the case the second mortgage bondholders will wish they had accepted the offer of M. E. Ingalls, about eighteen months ago, of a million dollars for their interest in the property. If it was worth that sum eighteen months ago it is worth more now to the second mortgage bondholders, and this should spur them up, says one of their friends, to raise the money needed to satisly the first mortgage bondholders.

In the northern part of the State new railway enterprises are earnestly encouraged. The Jay County Republican urges tax-payers to vote for the new road which it is proposed to build across that county. and gives a report of the taxes paid by the two roads in the county in 1890: "The G. R. & I. railroad paid to the treasurer of this county \$2,259.04. The company has paid in twenty years over \$40,000 to the county. In 1800 the L. E. & W. railroad paid to the treasurer of this county \$3,508.66, and the company has paid in the past eleven years over \$30,000 to the county in taxes. Next Tuesday come to the polls and vote for the aid and let's have another road; it is the best road to Portland of any that has ever

been introduced.' Among other matters to be considered by the advisory board of the Western Traffic Association, at its meeting in New York next week will be a report from the board of commissioners on joint agencies. When this question came up at the last meeting it was referred to the commissioners, with instructions to prepare and submit plans for the establishment of one agent in every important Eastern city, whose duty it will be to look after the interests of all the roads. members of the association. Commissioner Midgley has already started for New York. and Chairman Waiker will follow him in a day or two. While in that city Mr. Mideley will attend a conference that has for its object the restoration of the rates that have recently gone to pieces through the competition of the Kanawha Dispatch and Rich-

mond Terminal. SHORT breath, palpitation, pain in chest weak or faint spells, smothering, cured by Dr. Miles's New Heart Cure. Sold at drug-gists. Free treatise by mail. MILES MED. Co. Elkhart, Ind

MINOR CITY MATTERS.

Local News Notes.

The County Commissioners yesterday appointed Dr. W. C. Carey physician to the work-house. The position was formerly held by the late Dr. Foulston, of Haugh-

Deputy Marshal Moore took Richard Forrest back to Michigan City yesterday. Forrest was brought here to identify his supposed tutor in counterfeiting, but failed to

Marriage licenses were issued yesterday to Lewis W. Roe and Dora L. Crain, Savan-nah Jacobi and Potiah E. Shotts, Richard L. Harrison and Eva Blake, Alvin Schreiber and Emilia Amstein.

Personal and Society.

Miss Nellie Sturtevant has gone to Minneapolis, to visit her grandfather for a month. Mr. Carl Walk will go to New York Saturday, to spend a few weeks before going

Miss Sue Van Valkenberg, who has been spending several months in Boston, has returned home. Miss Fannie Marsh, formerly of this city,

is the guest of Miss Bessie West, on North Pennsylvania street. Mrs. Morgan Morgans, who has been visit-

ing friends here for some time, has returned to her home at Silver City, N. M. Mr. S. K. Fletcher has just returned from a trip to the South. Mrs. Fletcher is expected home from Chicago to-morrow. Mrs. E. B. Martindale and Mrs. Robert Martindale left yesterday for the sea-shore, where they will join Mr. George D. Emery's

family. Miss Annie Shuler, sponsor for the Mc-Carthy Light Guards, has been presented with a handsome necklace and pendant by the company. Miss Shuler went to Lafay-

ette, yesterday, to visit her sister. Miss Alice Edwards is visiting her sister, Mrs. F. W. Chislett, at Crown Hill. Miss Edwards has just returned from a ninety days' trip around the world, accompanied by her brother, of St. Paul. Minn.

Miss Julia Brown, who has been spend-

ing several months in Italy with her cousin, Miss Annie Porter, daughter of United States Minister Porter, has arrived in New York, and is expected home in a day or two. Mr. and Mrs. W. O. De Vay left yesterday for New York, and will sail in a few days for Europe. A large number of friends called Wednesday evening to bid them

good-bye, and quite a number accompanied them to the station. Private Secretary Halford, during a short stay in the city yesterday afternoon, was at the Press Club rooms, where he met many friends. He left at 5 o'clock for the East, and is to stop first at Youngstown to visit his brother James.

A novel entertainment, given last evenng, was the international apron sale at a lawn fete, at the home of Mr. and Mrs. Edwin R. Nichols, on North Pennsylvania street. Aprons characteristic of all countries, some rare articles in needle-work and many of peculiar design, were shown. During the evening a series of fine stereopticon views were presented. The entertainment is for the benefit of the Church Home to be established by the Episcopalians. The fote will be repeated to-night.

Mrs. O. H. Hasselman entertained a number of friends yesterday afternoon at her beautiful home on East Michigan street for her aunt, Mrs. Somers, of Washington, who is spending a few days here. The home was artistically embellished with flowers. On one table where all was pink were two tall stalks of pink gladiolas in a tall cut-glass vase. The colors about the piano were yellow, and there the flowers were yellow-hearted daisies. Other corners were similarly adorned in harmonious colors with a most pleasing effect. Many of the visitors were personal friends of the honored guest, who have known her not only in Washington, but here also, so that the gathering was in the nature of a reunion. Mrs. Somers is en route to Colorado to spend several weeks, and will leave Saturday for her destination. Mrs. Horace Eddy and the young daughter of the house, Miss Annie Hasselman, assisted in the entertainment. Gnests from away were Miss Poste, of Washington, and Miss Sells, of St. Louis. A SUMMER-NIGHT'S PARTY.

Mr. Stoughton Fletcher gave an elegant party, last night, to his daughter, Miss Ruth Fletcher, and Misses Florence, Carrie and Katherine. This party of five has just returned from an extended trip to the Pacific coast, as far north as Alaska. The gathering was a welcome to the travelers. and for it 250 invitations were issued. There were very few regrets, showing that everyone was delighted to meet them again. Mr. Fletcher's home, Clifford Place, on Clifford avenue, opposite Woodruff Place, is a spacious suburban residence, with ample grounds. The guests were received in the parlor by Mr. Fletcher and the young ladies, and they were assisted in entertaining by Mrs. E. B. McOuat, Mrs. George F. Adams, Mrs. V. T. Malott, Mrs. W. J. McKee and Mrs. E. F. Hodges and Mr. Jesse Fletcher. Just east of the house was a large pavilion, and underneath was a platform for dancing. From the center of the canopy swung a huge Japanese umbrelia inverted, and suspended from its outer edge were Chinese lanterns. Lanterns were also hung around the pavilion, and two large headlights made a brilliant illumination. A covered gallery was built at one side, and here an orchestra was stationed. The moving figures, dainty costuming and colored lights amid the trees was a picture rarely equaled. It was a beautiful midsummer night's festival, and the most important social event among the young people this season. Among the guests from out of town were Miss Mabel Cooke, of Terre Haute, a visitor at Mrs. W. M. Jillson's: Miss Fannie Marsh, a visitor at Mr. George H. West's, and Miss Louise Davis, who is visiting at Dr. J. M. Gaston's. Mrs. Fletcher and daughter will go to Vermont next week, accompanied by Mrs. Charles Fletcher. They will be absent till September.

SIMS-ROBINSON. Special to the Indianapons Journal. MARTINSVILLE, Ind., July 9 .- A very pretty wedding took place at the home of Mrs. Len Robinson last night. Her daughter, Miss Lettie, and Mr. Frank Sims were married. Mr. and Mrs. Sims will reside

CULLINGS FROM THE COURTS. Ludwig's First Creditors Get a Decision in

Their Favor. The Ludwig cases, which have occupied the attention of Judge Woods, in the federal court, off and on, for a week past, were finally disposed of, yesterday, by the decision of the Judge in favor of the firm who had originally sold to Ludwig the goods which have been in litigation. These latter suits were against United States Marshal Dunlap, who had seized and sold the goods to satisfy the claims of the people who had purchased the stock from Ludwig. The aggregate amount of the money sued for was \$2,875.81, but the Marshal is, of course, amply secured by the men for whom the goods were sold.

The Letter Not for Blachke. United States Commissioner Van Buren heard a curious case yesterday. It was the complaint of Joseph Blachke, of West Indianapolis, against August Wurgler, a realestate agent, whom he charged with delaying a letter addressed to him (Blachke). His story is that Wurgler wrote him that he had a letter for him from Germany, containing valuable information concerning an estate, and that he would make known the contents for \$15. Blachke supposed the letter was for him, and had Wurgler arrested vesterday. Deputy Marshal Conway took him before the commissioner, when it was discovered that the letter in question was addressed to Wurgler, so the charge could not be sustained, and he was discharged, much to Blachke's disgust.

Fleming Wants His Share. J. C. Fleming has brought suit in the Superior Court against the Indianapolis Abattoir Company, alleging breach of contract in the manufacture and sale of merchantable articles from the heads, feet and offal of cattle. The profits of that business were to have been shared by the plaintiff he alleges for three years. He avers that the defendant refuses to observe the contract,

Shiel Gets an Injunction. Roger R. Shiel yesterday secured a tem

whereupon he demands judgment for \$25,-

and Indiana avenue, to which plaintiff holds title. He alleges, however, that the city has used the point for a pavement for over forty years, and that he should not be held responsible for the improvement. The lineal measurement on Illinois street is 15 2/3 feet, assessed at \$9.50 per foot.

Criminal Court Docket.

William G. Martin was yesterday acquitted by a jury in the Criminal Court of the charge of embezzling from Drinkwater & Sipe, for which he had been indieted. The trial of Michael Cain, who was indicted for forgery on testimony of the same firm, began yesterday. The trial of Cain on another count resulted in his acquittal.

The case in the federal court of the National State Capital Bank, of Concord, N.

A Suit Compromised.

H., against the town of Monticello for \$4,000, alleged due on bonds purchased by the plaintiff, was yesterday dismissed at the instance of the bank, having been compromised. Conard Russe's Will. The will of Conard Russe was yesterday

admitted to probate, and William H.

Russe and Frank H. Carter, who were nominated as executors, qualified with a bond of \$20,000. The estate goes to five children and one adopted child in six equal shares. Meant No Wrong. The indictment against Fred Roesner, a boy employed by Murphy, Hibben & Co.,

for using a canceled stamp to forward a letter, was yesterday nollied in the federal court. The boy was ignorant of the law and meant no wrong. The Court Record.

SUPERIOR COURT. New Suits Filed. Sophia Spannuth vs. Caroline C. Poehler; slander. Demand, \$1,000. CIRCUIT COURT.

Roger R. Shiel vs. Henry A. Mansfield and City of Indianapolis; injunction. John C. Fleming vs. Indianapolis Abat-toir Company; breach of contract. Demand, CRIMINAL COURT.

Hon. Millard F. Cox, Judge. State vs. William G. Martin; embezzlement. Verdict of not guilty. State vs. Michael Cain; forgery. Trial by

GENERAL THOMAS'S LOYALTY. An Incident Disproving the Charge that He

Sympathized with Secession, Thomas M. Anderson, in Army and Navy Journal. In General Sherman's letter to General Garfield, published in the March number of the North American, reference is made to Garfield's wish to ascertain how far Gen. George H. Thomas sympathized with the South at the outbreak of the rebellion.

I was one of the officers of the Fifth Cav-alry who reported to General Thomas at Carlisle about the last of May, 1861. I received a letter from General Garfield in 1870, asking what I could state as to Fitz Hugh Lee's assertion that Thomas leaned toward the South at the time referred to. was then stationed at one of the most remote posts in Texas, and before I could answer the "address," for which he was collecting data, had been delivered.

General Sherman's letter may well revive an interest in a question as to the sympathies of a number of officers of Southern birth who remained in the army and navy during the rebellion. For be it remembered that we had Scott, Farragut, Thomas, Ord, Anderson, Philip St. George Cooke, Pope, Canby, Robert Williams, Meigs, R. H. Johnson, Newton (2), Alexander, Laidley, Benet, Wood, Graham, Emory, Crittenden. Royal, French, Tidball, William Hayes, Wallen, Otis, Dodge, Morrow, Ramsey and Nelson. Besides these there were many officers of lesser rank, but of unquestioned fidelity.

It goes without saying that if all these distinguished officers had left our service the loss to us would have been serious. To show the pressure General Thomas was under at Carlisle, it is only necessary to consider this statement: His regiment was organized in 1855 by Jefferson Davis, Secretary of War. Out of thirty-six officers originally appointed, twenty-seven were Southerners and only nine from the Northern States. As far as practicable, the regiment was recruited in the South. Albert Sidney Johnston was the colonel, Robert E. Lee the lieutenant-colonel, Hardee was senior and Thomas junior major, and Earl Van Dorn the senior captain; Hood was the senior second and Fitz Hugh Lee the sub. Out of this array of chivalry all went South, with five exceptions, when the war broke out. General Lee resigned April 25. Hood April 30, and Fitz Hugh Lee not until

May 21, a few days before I joined. One of the Northern officers was such a Southern sympathizer that Stanton subsequently dismissed him; unjustly, as I think, for he fought faithfully, if his utterances

were imprudent. Another Northern officer said, when we got the news of Ben Butler's defeat at Big Bethel, "that he was glad the old Aboli-tionist was whipped." One of the new officers retorted that he was evidently fighting on the wrong side. A challenge was promptly given and accepted. The new officer went to Samuel J. Randall, then of the Philadelphia city troop, and asked him to be his second. Randall said, "Do you wish to fight?" "Yes." "Accept." The letter accepting the challenge was handed to him. He replied, "I'll see you through," and the challenged party left. Soon after all the officers of the Fifth Cavalry were summoned to General Thomas's tent. A brief account of this conference will show conclusively the character of the man's

He began by asking the old officer why he had challenged the new officer. The old officer gave an exact statement of the facts. and added that he would not let any mustang (as the new men were called) insult him with impunity. A stern and threatening look came upon the face of the old veteran as he said: "It is you, sir, who have given the insult, not to your junior, but to the whole regiment. If I could believe that you meant what you said, I would also say you are fighting on the wrong side. There must be no doubt now," he added. "of any man's position, or of any man's loyalty. The time for doubts is passed, the time for decision was when you were con-

sidering Lee's letter. The regiment had been serving in Texas, and coming to New York city about the middle of April, 1861, was met there by General Thomas. Lee was then in Washington, but wrote a letter to one of the officers coming up from Texas to the effect "that he felt constrained to resign and go with his State, but that he could blame no one who decided to remain faithful to the old flag." [I never saw this letter, and Thomas's allusion to it was the first intimation I had that such a letter had been written. It is needless to say that the duel was not fought, and it is but fair to add that the old officer remained in the service and made an excellent record.

About the middle of August I was called to Washington city at the request of my uncle, Gen. Robert Anderson, of Sumter fame. I found him at Willard's and in his room. I met at the time Andrew Johnson, Horace Maynard and Congressman McKee, of Kentucky. General Anderson told me he had been authorized to take out four officers as brig-adiers to Kentucky. He showed me his list-Wm. T. Sherman, Don Carlos Buell, Geo. H. Thomas and Simon Bolivar Buckner. He then stated that he knew all about Thomas's ability as a soldier, as he had served with him in Mexico, but that he wished to know how much zeal he had in the service. I simply told the story I have given above about the challenge. All present said that that was enough. Then I ventured to remark that I could give equal proof of Buckner's hopeless disloyalty, which I did. So his name was dropped from the list and Ormsby M. Mitchell's put

down. A few days after I returned to the camp of the Fifth Cavalry and had the satisfaction of banding General Thomas a copy of the order appointing him a brigadier-gen-

I have general remarks to make in conclusion. In 1861 many officers who had no sympathy with the South felt it to be their constant and conscientions duty to cuss the Abolitionists.

The Whiringig of Time.

Philadelphia Press. Time changes everything. Last fall the people sat on the McKinley bill. Next fall they will sit on the Democrats.

WHEN you decide to take Hood's Sarsa-parillia do not be induced to buy some subporary injunction preventing the city from collecting assessment for street improvements against the point of Illinois street Therefore insist upon Hood's Sarsaparilla. OVERLOOKED SOLDIERS.

A Blank to Be Filled by Veterans Not Counted in the Last Census.

The following blank is printed in the Journal by request of the Superintendent of Census, for the purpose of obtaining, through this paper, detailed information respecting the military services of such survivors of the war of the rebellion as were overlooked, or have reason to believe they were overlooked by the enumerator in June, 1890. All such persons to requested to fill out the blank in pencil, but it in a stamped envelope, and forward to Washington, D. C., addressed to the Superintendent of Census.

Veterans who served in more than one organization are requested to give the particulars of their services in each of them. Use separate sheets of paper and answer all questions consecutively as numbered below, writing names and figures very dis-

Write full name below. If a widow, write given name only, and add "widow of," supplying the soldier's name.

Name enlisted under if different from above.

Rank at muster-out.

Number of regiment. Letter of company.

tate mustered from.

Arm of service-cavalry, military, infantry, or navy.

Date of enlistment.

Date of discharge.

resent postoffice address.

if a pensioner or applicant, number of cer-

If in the regular army, write U. S. A., on line 5; if in navy, U. S. N.; if in marine corps, U. S. M. C.; if in colored regiment, U. S. C. T.

Doctoring Young Chicks. Farmer's Daughter, in Country Gentleman Sometimes, in very hot weather especially, a brood of chicks comes off which seem afflicted, from the start, with bowel trouble, a very difficult thing to manage because their vitality, in a short while, is so lowered that there is little left to build upon. In such cases the chicks should be fed upon stale flour-bread pientifully seasoned with black pepper, and given to drink boiled milk, containing landanum in the proportion of one drop to the chick.

Be sure to keep their coop perfectly dry, protected alike from the dampness of the earth and from beating rains, and move the coop to a clean spot every day, as the floor soon becomes contaminated. A fruitful cause of mortality among very young chicks is allowing them too long a run when very young. Until my chicks are about two weeks old, I recoop them every day at 11 o'clock, and keep them up from two to four hours, according to their ages. This gives the tender little things a chance to rest, sleep, and to est and drink, after which they are ready for another good run before bed-time, and I am confident it saves

the lives of many of the least robust. For gapes, turpentine has proved my most efficient remedy. In fact, I believe it to be an almost sure preventive, if the chicks be taken in time and given a dose in their food once every day, beginning, say, when the chicks are about ten days of age. I put in as much turpentine as they will stand, giving it in their morning meal when the chicks are very hungry, and allowing them no other food for several hours. They must also be kept out of the dew, fed upon strengthening feed, and everything around them be kept clean and wholesome. But, notwithstanding all precautions, sometimes a bad case of gapes will occur; then I generally persuade someone more skillful than myself to extract the gape worms with a twisted horse bair wet in turpentine, or failing in that, put a drop or two of turment the little patients should be liberally fed on bits of fat sprinkled with pepper. as their constant gasping has prevented them from eating. I have also tried giving the chicks pure cabolic acid in their food as a preventive of the gapes, but do not think it answered the purpose quite so well as turpentine, though it may be best used in

cold or rainy weather when it is not safe to use much turpentine. The surest preventive, however, for all sorts of diseases is to feed the chicks liberone month old, after which half their rations may consist of dry grain and the re-mainder of sound boiled wheat and boiled cracked corn.

Habits of the Gypsy Moth.

Buffalo Commercial. The gypsy moth is one of the threatening caterpillars on which American farmers have had their eye for some time. Massachusetts even keeps a gypsy-moth commission on duty. Entomologist Fernald, directed by the commission to investigate the moth, has discovered that a home-grown parasite is already threatening the destruction of these pestiferous moths. A small tly lays its eggs on the back of the caterpillar. If these eggs hatch, as expected, and the parasites develop, they will destroy the caterpillars before their transformation into the moth, and another home industry will be established. No

foreign parasites need apply. Can Give Chicago Pointers,

Philadelphia Inquirer. The Russian famine has led to the formation of a "grain corner" in that country. "Corners" are illegal in Russia, but it is naively explained that they may be indulged in by bribing the officials. When it comes to public plundering, Russia can give Chicago pointers on "rings" and "cor-

The Devil Always on Duty.

Philadelphia Times. It may be too hot for the minister to hold forth, but the devil continues in business at the old stand and doesn't complain

about hay fever. N. B. Tin-Plate Liars.

Augusta Chronicle. Just a word to some of our short-horned politicians: "You can fool some of the people for some time, but can't fool all the peo-ple all the time."



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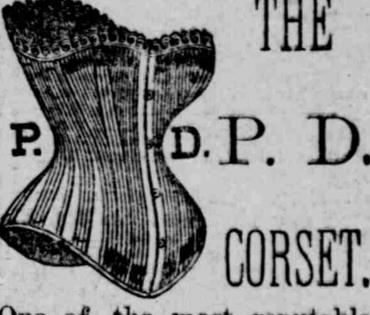
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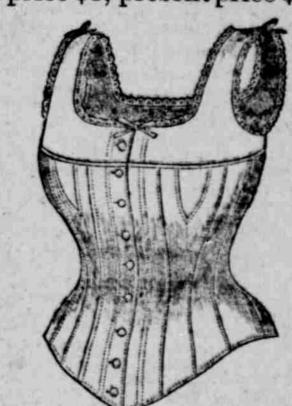
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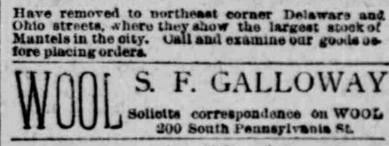
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